

MANY INJURED IN FALL OF STAND AT RACES

33 DEAD IN TRAIN WRECK, 69 ARE INJURED

WEATHER—Clearing To-Night; Sunday Fair.

FINAL
EDITION.

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NEW YORK, SATURDAY, AUGUST 26, 1911. 10 PAGES

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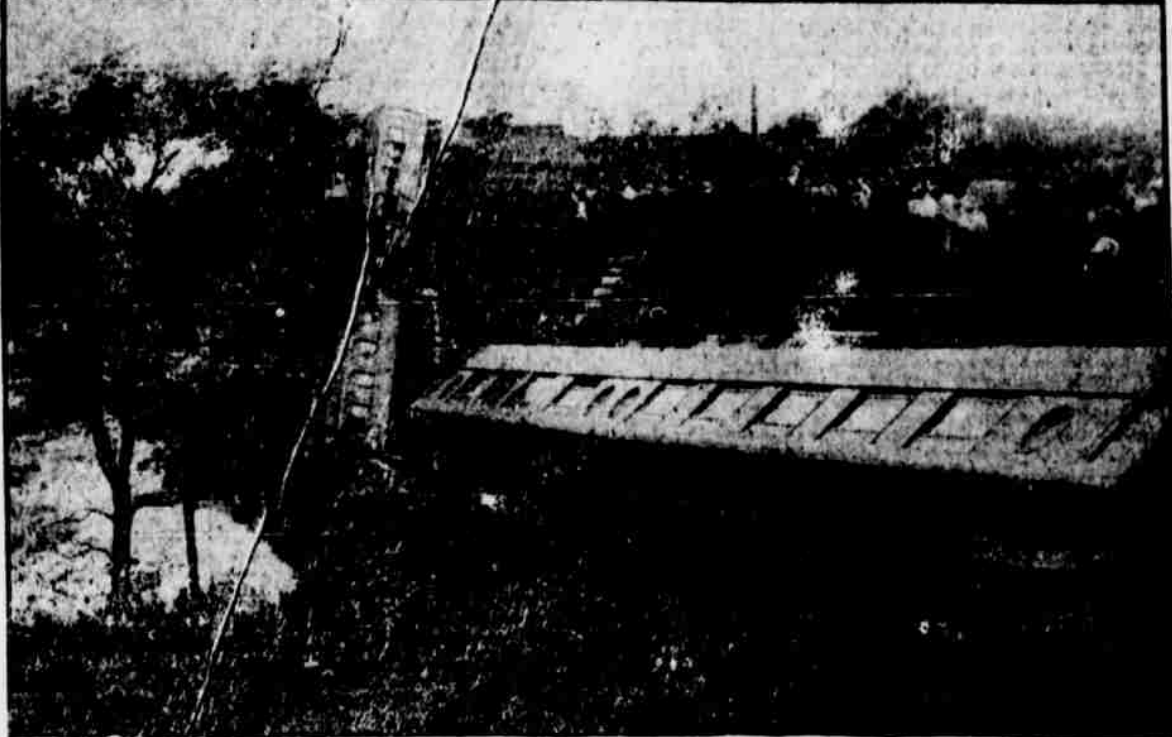
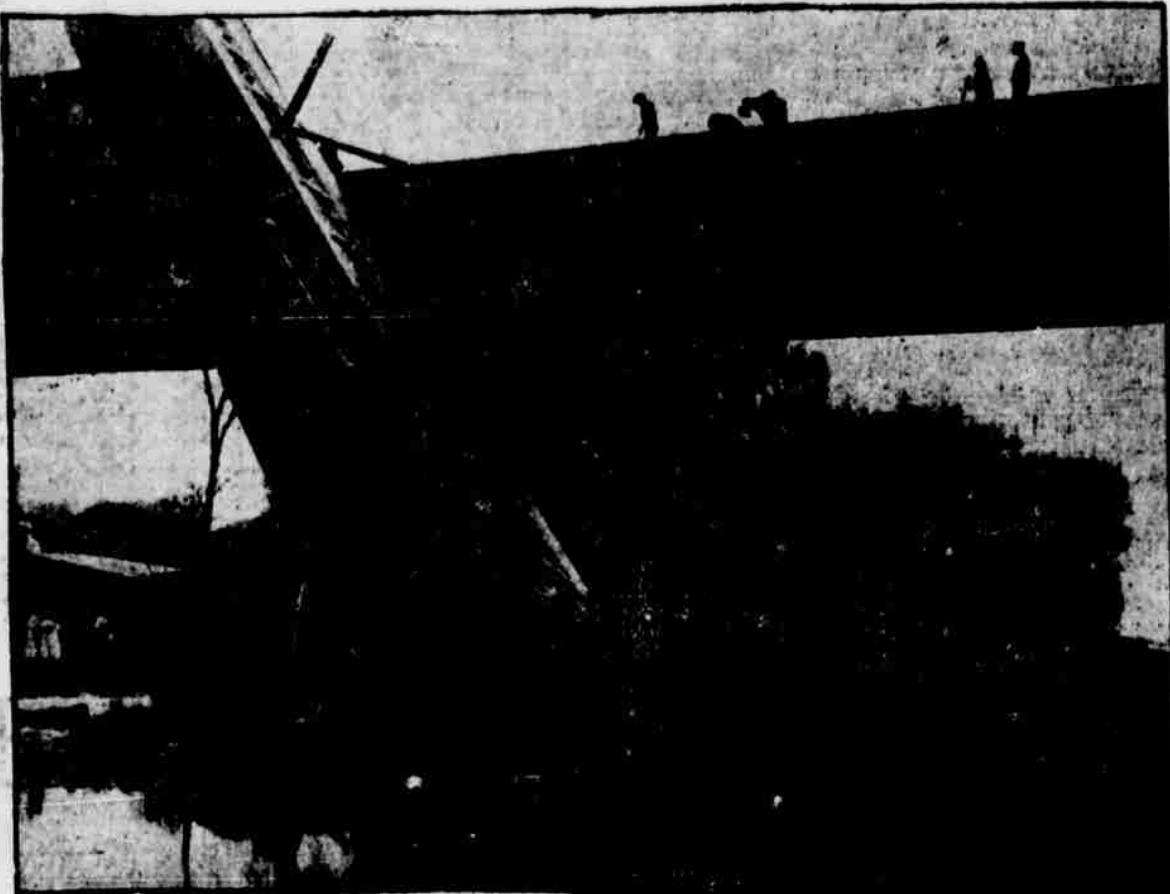
FINAL
EDITION.

HOW THE LEHIGH TRAIN LOOKED AFTER FATAL PLUNGE

(Specially photographed for The Evening World.)

The car seen suspended in one picture is the parlor car in which many were killed. Its dangerous position retarded the work of rescue. It remained suspended until last night, when it fell to the water, further hampering the work of taking out the dead. In the second picture the dining car is seen tumbled over the embankment.

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EXPERTS FIND BROKEN RAIL THAT KILLED 33 AND HURT 69 IN WRECK OF TRAIN

"Airhole" Sent Lehigh Valley Cars Crashing Into Bridge at Manchester.

MANY G. A. R. VICTIMS.

Upstate Railroad Commissioners and Coroner Begin Work of Investigation

(Special to The Evening World.)
MANCHESTER, N. Y., Aug. 26.—The 14th roll resulting from the wreck of the Buffalo, New York and Philadelphia Express on the Lehigh Valley Railroad at Manchester yesterday is still an uncertain quantity. With the names of twenty-one known dead and twelve reported as dead and unidentified, the total now reaches thirty-three, with reports from hospitals at Rochester, Canastota and Geneva that many of the twenty-odd injured will die. Of the twenty-odd persons hurt, thirty-seven are in hospitals with serious injuries.

While the bodies of the identified are being prepared for transportation inspectors of the Public Service Commission are holding under guard the broken rail that caused the wreck. The rail was shattered, according to an official report, into seventeen pieces.

John Riskey, a veteran of San Antonio, Tex., who, with his wife, was in the rear car, declared today he was one of the first to ascertain the cause of the wreck, and that he found an old fracture in the broken rail. He gave his address as No. 304 Gunter Building, San Antonio, and returned to Rochester in order to be subject of the call of the Coroner for the purpose of giving this testimony under oath.

VETERAN AND TWO DAUGHTERS AMONG THE VICTIMS.

Nine of the bodies now at the Morgue have not been identified. Two additional identifications came today when a veteran who wore cuff buttons marked "7" was identified as Mr. Pownall, a veteran of Newton, Pa., who, with his daughters, Misses Helen and E. T. Pownall, had been attending the Rochester regatta. Miss Helen had already been

COURT FIXES FARE AT \$5 FOR WOMAN WHO BORROWED RIG

Subway So Stuffy She Thought She'd Use Sewing Machine Man's Wagon.

It cost Mrs. Jessie Mackey of No. 137 Fulton avenue, Bronx, just \$5 today for a little drive she took yesterday afternoon in a sewing machine delivery wagon which she informally appropriated when she found it hitched at Clinton avenue and One Hundred and Seventy-fifth street.

Magistrate Butts in Morrisania Court assessed this new livery rate, and he wasn't a bit moved by the originality of Mrs. Mackey's explanation.

Walter Robinson, solicitor for a sewing machine company, had found his horse, wagon and two machines missing when he came out of a patron's house, and had started Detectives McCarthy and Cassa on the trail. They couldn't find a trace, and nothing was heard of the rig until later in the evening when a woman called Mr. Robinson on the telephone.

"Thank you so much for the horse and wagon," she said. "I had such a lovely drive. You'll find it at Washington avenue and One Hundred and Seventy-fifth street. Good-by."

"They found the wagon all right, and also the horse," Robinson said. "So why shouldn't I borrow the old horse and wagon? My husband used to be a sewing machine agent, and I know perfectly well they don't overlook themselves. I've known them to spend hours and hours in one house—so when I saw this horse hitched I just figured the man wouldn't need it before I got back from Flatbush. It was perfectly stupid of him to have me arrested."

"Did you drive all the way to Flatbush?" asked the Magistrate.

"No, I didn't," she replied. "It was much pleasanter driving in the Bronx. I don't see what all the fuss is about."

Robinson wanted to withdraw the charge of disorderly conduct, but Magistrate Butts said if such unconventional methods should become the vogue in the Bronx there was no telling what the end would be.

ATWOOD NERVOUS IN TAXICAB AFTER RIDING IN AIRSHIP

He Refuses to Travel in Forward Car of Train "Because It's Dangerous."

Harry N. Atwood, with a world's long-distance flying record tucked to his belt, decided early today not to continue his flight to Sheephead Bay and left by train at 10 o'clock for Boston. He reached this decision after his mechanicals on Governor's Island, where he landed yesterday after his 1,254-mile flight from St. Louis to New York, had telephoned him that the engine of his biplane was much too weak and the planes too sopping wet and heavy for him to attempt to fly before the entire machine was overhauled.

Atwood's trip to the Grand Central station in a hotel Knickerbocker taxicab was unobserved. He was accompanied by a porter carrying the big bronze trophy presented him last night by a New York newspaper, but few persons recognizing him in this trim, quiet-looking young chap the aviator who had just set the world's record. The taxicab of the station were not so unobtrusive, however, and in his progress to the 10 o'clock flyer he was besieged with congratulations and good wishes.

For a man who had the nerve to risk his life day after day in that great air journey half way across the continent Atwood displayed an unexpected timidity about taxicabs and fast railroads. On the way to the station he sat nervously on the edge of his taxi seat while the Forty-second street rough rider showed his skidding car in and out of the heavy traffic.

"I hate these cabs," said Atwood to an Evening World reporter. "I'm more nervous in them than at any time in the air. I bet we bump into something."

With a sigh of relief he alighted at the station and started for his train. His ticket called for a seat in one of the parlor cars at the forward end of the flyer.

FRONT CARS OF TRAIN DANGEROUS, HE SAYS.

"Not for me," he told the conductor. "I'm going in the rear car. I never travel in the front cars of a fast train. It's too dangerous."

And after making sure that his precious trophy was safely installed in a vacant stateroom, he bade a cheery goodbye to the newspaper men and made for the rear smoking compartment.

Atwood had intended to start for Sheephead Bay this afternoon and had considered continuing by air line to Boston. The young aviator, trim and cool as usual, told an Evening World reporter his plans for the immediate future as he sat at his table and coffee in the Hotel Knickerbocker shortly before he started for the train to Boston. He began by announcing that he had accepted a big offer for a twenty-five weeks' engagement on the vaudeville

JAGER-SCHMIDT GIRDLES GLOBE IN 39 DAYS 19 HOURS

Newspaper Man Who Breaks All Records Gets Big Reception on Return to Paris.

PARIS, Aug. 26.—Andre Jager-Schmidt, the Parisian journalist, drove up in an automobile in front of the office of the Daily Excelsior in the Avenue Champs Elysees at 2 minutes' 19.25 seconds past 9 o'clock this morning, officially completing his circuit of the world in 39 days, 19 hours, 43 minutes and 37.45 seconds.

Jager-Schmidt started from Paris at 1.45 P. M. July 17 in an attempt to beat the record of M. Stiegler, of the Paris Matin, who made the journey around the world in sixty-three days.

The route followed by Jager-Schmidt took him to Vladivostok by way of Moscow. At Vladivostok the Frenchman boarded a steamer bound for Yokohama, whence he sailed for British Columbia, arriving at Vancouver ahead of his schedule. Taking a train at Vancouver the traveler passed through Montreal Aug. 17, bound for New York, reaching that city Aug. 18, and on the following day he left the American city, sailing on board the steamer Olympic on the last leg of his journey.

The traveler could have arrived at his goal in Paris fully two hours earlier if he had not stayed at Cherbourg after midnight for a supper given in his honor by a number of journalists gathered there.

"C. W. C." SHOOT HIMSELF IN CENTRAL PARK SHRUBBERY

No Money or Papers Found by Which to Identify the Suicide—Body Taken to Morgue.

A poorly dressed man, about fifty years old, shot and killed himself near the West Drive opposite Eighty-third street in Central Park today. The initials "C. W. C." were marked on his clothing, but there was nothing else by which to identify him.

John Ruggleson, a park laborer, saw the man enter the park and grope his way through the shrubbery. Ruggleson went in after him, but was unable to find him. A few minutes later he heard three pistol shots. Ruggleson called Policeman Smith and they searched the shrubbery until they came upon the man's body. He was still alive with a bullet wound over the heart.

Policeman Smith summoned an ambulance, but the man was dead when the surgeon arrived. He was about five feet eight inches tall, dark skinned and wore a moustache and Van Dyke beard. He was slightly bald. His clothing consisted of a black serge suit, white shirt with turned down collar, black socks and shoes and a derby hat. There was no money in his pockets or any papers. The body was removed to the morgue.

DROPPED DEAD AFTER HAVING A TOOTH PULLED

Young Man Got Out of Chair, Staggered and Fell to Floor.

Lester Oliver, twenty-six years old, a real estate broker of Princes Bay, dropped dead today in the Colton dental parlors in the Bible House, Fourth avenue and Ninth street, a few minutes after he had had a tooth pulled.

The young man was accompanied to the dentist's office by his mother. He had been in poor health for some time and was suffering from an ulcerated tooth. C. S. McNeil, one of the dentists employed in the place, was assigned to the young man. Nitrous oxide gas was administered, and when the tooth had been extracted and the patient had recovered consciousness he seemed none the worse for his experience.

Several minutes later, as he stood talking to Dr. McNeil, Oliver suddenly staggered and fell back. He died almost instantly. Coroner Winterbottom was called and had the body of the young man removed to his undertaking shop. An autopsy will be performed tomorrow.

EITHER BROWN OR WELLS MAY FIGHT WOLGAST.

MILWAUKEE, Wis., Aug. 26.—Unless Packey McFarland calls off his match with Leo Kelly in St. Louis Sept. 4, there will be nothing doing with Ad Wolgast Sept. 15. Promoter Mulken has laid down the ultimatum and Wolgast agreed with him.

Mulken says Packey may meet with some accident that would cause the Wolgast match to be called off at the last moment. Packey and his manager still insist that the six round bout at St. Louis will take place. Fight fans are "up in the air."

The winner of the Brown-Wells fight in New York Aug. 29 will meet Ad Wolgast in Milwaukee on Sept. 15 if McFarland and his manager, Emil Thiry, insist on carrying out the Kelly agreement.

Body of Man Found in Harbor.

The body of a man about forty years old was picked up in the harbor today off Ingham avenue and First street, Bayonne, by Capt. Evans in the launch Isabel from Duffy's oil yard. There was \$6 cents in the pockets of the drowned man, who had dark hair and brown eyes and wore a gray suit, black tie, white striped shirt and white undershirt. The body was taken to Guy's Morgue in Bayonne.

Stateroom reservations and tickets via dome car route, Hudson River Day and Night Lines, Catskill, Rondout, Line, Jay Line, Old Dominion and all Coastwise, Bermuda and Bahamas Lines. Check room for baggage and express always open. Ticket station, corner Broadway and Broadway, The World Travel Bureau, Arcade, Fulton World Building 4th Floor New York. Phone Bettman 4000.

GRAND STAND CRASH CARRIES DOWN 1,500 AT ELGIN AUTO RACES

Notables Among Two Score Injured Held in the Wreckage While Troops Guarding Course Fight Back the Excited Crowds.

DARE DEATH IN RUSH BEFORE RACING CARS

Autoists Flagged, Resume Speed Dashes When Ambulances Carry Off Victims.

ELGIN, Ill., Aug. 26.—Two score of persons were injured, some seriously, and some three hundred others slightly cut and bruised today when sections 84 to 110 of the road race grandstand collapsed. The accident occurred only a few moments after the last car in the Elgin Cup Race, driven by Ralph Mulford, had gotten away. Fifteen hundred persons were carried down in the wreckage and 100,000 others present on the course witnessed the accident.

SCORES TO-DAY

NATIONAL LEAGUE.

AT NEW YORK.

PITTSBURG—0 0 0 0 0 0

GIANTS—1 0 1 1 0

Batteries—Cannitz and Gibson; Mathewson and Meyers.

AT BROOKLYN.

FIRST GAME.

CHICAGO—0 1 0 0 0 0 1 0—2

BROOKLYN—0 0 0 2 0 0 2 0—4

Batteries—Smith and Archer; Knetzer and Erwin.

SECOND GAME.

CHICAGO—2 0 0 0

BROOKLYN—0 0 1 0

Batteries—Cole and Archer; Schardt and Erwin.

AT BOSTON.

FIRST GAME.

ST. LOUIS—1 0 0 1 0 0 0 0—2

BOSTON—0 0 0 1 0 0 0 0—1

Batteries—Harmon and Bliss; Brown and Kling.

AMERICAN LEAGUE.

AT CHICAGO.

HIGHLANDERS—0 0

CHICAGO—0 0

AT CLEVELAND.

ATHLETICS—0 1 0 0 1 2 3

CLEVELAND—1 0 0 0 0 1 3

BREAKS VEDRINES' RECORD FOR CONTINUOUS FLIGHT.

MOUREMELON, France, Aug. 26.—M. Helles, a young French aviator, has broken Jules Vedrines' long flight record in competition for the Michelin Cup. Up to an early hour this evening he had covered 839 kilometres (524 miles) and was still flying.

Previous to the flight made today by M. Helles, the record for the Michelin Cup was held by Jules Vedrines, who, on Aug. 9 last, covered 800 kilometres (496 miles) on a French course in 7 hours 54 minutes and 36 seconds. The winner of the Michelin Cup for 1911 will be the pilot who before Nov. 1 next covers the greatest distance over a closed circuit. The prize is the sum of \$4,000 and a bronze copy of an object of art costing \$2,000. The contest began in 1908, when it was won by Wilbur Wright with a flight of 76.5 miles.

There were panicky scenes on different parts of the ground following the crash, everybody fearing that many had been killed.

Among the injured were Mrs. Jay Graham, daughter of Senator William Lorimer, and daughter-in-law of Andrew Graham, recently a candidate for Mayor of Chicago, and Mrs. Charles Coey, Chicago, whose eye was badly bruised and her ankle twisted. Mrs. Graham's leg was broken. This injury with two others of a similar nature were the only serious ones.

The race was stopped at the end of the first lap and those who were unable to walk were removed to the field hospital in ambulances.

SOME OF THE INJURED.

Mrs. Jay Graham, daughter of Senator William Lorimer, leg broken.

H. J. Sawyer, Joliet, Ill., finger broken and knee strained.

W. H. Weber, Blue Island, Ill., ankle sprained.

Mrs. N. H. Vansicklen, Chicago, face, arms and legs cut.

Mrs. Franklin Sorn, Elgin, ankle sprained.

S. A. C. Barclay, Elgin, eye cut.

Mrs. L. Valentine, Chicago, knee twisted.

Mrs. J. Breckenridge, Chicago, ankle sprained.

Mrs. H. J. Noble, Elgin, ankle sprained.

Mrs. H. S. Hamlin, Elgin, back hurt; unable to walk.

Mrs. A. S. Osteroth, Oak Park, Ill., side injured.

Mrs. H. E. Boswell, Chicago, ankle sprained.

Mrs. C. J. Lee, Chicago, bruised.

Miss Margaret Lee, Chicago, face cut.

Charles B. Hazenbush, Elgin, bruised.

J. Kent Green, Chicago, hands cut.

Henry Olsen, Chief Justice Municipal Court of Chicago, his wife and son, all slightly injured.

W. V. Hoyt, Chicago, bruised.

D. M. Erwin, Highland Park, bruised.

Mrs. William Schwelln, Chicago, head and body cut.

A. D. Hamilton, Elgin, head cut.

Mrs. A. D. Hamilton, Elgin, bruised.

Frank McNally, Chicago, arm and shoulder.

Mrs. Fred McNally, Chicago, head cut.

Great throngs fought across the course, despite the fixed bayonets of soldiers who guarded the course. The racers, at a seventy-five mile clip, flashed through the crowds before being stopped. Many persons narrowly missed being killed under the wheels of the speeding cars.

Mulford had reached the backstretch when the accident occurred. The seats which fell were of the kind known as "crucis," and were hastily completed yesterday by a Cleveland (O.) contractor who had furnished them to the recent aviation meet. The stringers on which the seats rested had been nailed to the pillars, instead of being anchored, and the strain of the crowd of yesterday and today proved too heavy a burden. The nails gave way and the seat boards, sliding forward with their burden of human freight, sagged from the rear.

The whole mass sank and the occupants of the seats were tarrown in a

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